

## AMENDMENTS TO THE SPECIFICATION

Replace paragraph No. 0007 with the following replacement paragraph marked up to show the changes made relative to the immediate prior version.

[0007] The Unitary hangar door preferably has a suitable strength frame structure that includes spaced upstanding metallic frame members having their opposite ends secured to parallel horizontal upper and lower metallic frame members. The upper and lower frame members are arcuate in plan view and each has a radius of curvature similar to the curvature of the dome considered in a horizontal plane taken at the corresponding elevation of the access opening. The upstanding frame members lie in spaced vertical planes and are curved or contoured, as considered in side edge profile, substantially similar to the convex exterior contour or profile of the dome wall adjacent the access opening. An outer metallic sheet or skin may be secured to the outer convex edges of the upstanding frame members to create a three-dimensional contoured lightweight door. Alternatively, a similar outer sheet or skin can be secured to the outer convex edges of the upstanding frame members followed by applying a foam layer to the inner surface of the outer skin. A reinforcing mesh of welded wire fabric or reinforcing steel laid in a mesh pattern is then preferably attached to the foam layer between the upstanding frame members after which a ~~cementitious~~ cementitious material, such as Gunitite or Shotcrete, may be sprayed onto the foam layer so as to embed the mesh in built-up layers and form a unitary door construction similar to the cross-sectional makeup of the dome shaped hangar. A protective coating may be applied to the outer sheet or skin as protection from moisture and ultraviolet degradation. In this manner, a high-strength unitary three-dimensional access door of upwards of twelve inches in transverse thickness is provided that is capable of withstanding high winds and the like and can be readily moved laterally along the upper support

track to a position inside and adjacent the hangar wall with minimal reduction in interior space within the hangar. If desired, insulating weather seals may be secured to the door adjacent laterally opposite and upper marginal edges thereof or on the inner surface of the hangar wall adjacent the access opening for weather sealing the door when in its closed position.

Replace the ABSTRACT OF THE DISCLOSURE with the following replacement Abstract marked up to show the changes made relative to the immediate prior version.

A monolithic dome shaped building of a size suitable to receive at least one relatively large vehicle, such as an airplane, is formed with a generally rectangular shaped access opening of sufficient size to enable passage of an airplane or other large vehicle into and out of the building. A three-dimensional unitary door is supported at an upper marginal edge on a guide track for lateral movement of the door between a first position closing the access opening and a second open position enabling passage through the access opening. The door includes a rigid frame structure having spaced upstanding frame members having outer convex surfaces similar to the convex contour of the dome wall adjacent the access opening. An outer metallic sheet or skin may be secured to the outer convex surfaces of the upstanding frame members to create a lightweight door, or a mesh reinforced built-up layer of ~~cementitious~~ cementitious material may be formed on the door frame to create a high strength door construction similar in cross-section to the cross-sectional makeup of the dome shaped building.